(b) if so, what are the compelling reasons for allowing foreign airlines to collaborate with Indian Private Air Taxi Operators;

(c) whether some are pushing the projects and forcing Government to alter the Air Corporation Act; if so, the factual position thereof, as also regarding the Jet Air, mentioned in the news report; and

(d) the details of the fall out on Indian carriers, if the International airlines operate in domestic sectors?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) and (c) The Air Corporation Act, 1953 has been repealed with effect from 1-3-1994. Foreign equity participation is permitted to enable the air taxi operators to have a larger capital base. M/s. Jet Air has been permitted to have a 40% foreign equity.

(d) Indian Airlines has lost 25 per cent market share due to Air Taxi Operaiton as a whole. It is not possible to estimate the specific impact on operations and revenues of Indian Airlines and Air India due to foreign equity participation at this stage.

Non-payment of contingency disbursement by Air India

6880. SHRI RAMACHANDRAN PILLAI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether any representation has been received by Air India from its employees with regard to non-payment of contingency disbursement made during riots period in December|January, 1993; and

(b) if so, what action Air India has taken to remove such discrimination?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) Contingency disbursement during riot periods in December, 1992 and January, 1993 at Bombay was made to employees commuting to their place of work beyond 1 Km. from their residence due to major disruption in city transport service. The representationists were staying within the radius of 1 Km. from their place of duty and therefore were not entitled to such payment.

Seniority for cadre of Traffic Assistants at Bombay

6881. SHRI RAMACHANDRAN PILLAI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Air India has two seniorities for the cadre of Traffic Assistants at Bombay;

(b) if so, whether Traffic Assistants at Delhi; Calcutta and Madras also have such different seniorities;

(c) whether management of Air India has received representations from its employees, including physically handicapped persons, for correcting such anomalies; and

(d) if so, what action Air India propose to take in this regard?

THE MINISTER OF CIVIL AVIATON AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Yes, Sir. One list is meant for the Airport staff and the other for Booking Office and Space Management staff:

(c) and (d) The management of Air India received a representation from a physically handicapped employee for restoration of seniority lost on account of his voluntary transfer from Bombay Airport to Space Control Department. The matter is under examination.

Agitation for interim relief in Air India

6882. SHRI E. BALANANDAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether their was any agitation by employees of Air India for payment of interim relief;